

DEVELOPMENT ADVISORY COMMITTEE MINUTES

The Development Advisory Committee (DAC) met on Wednesday, April 16, 2014 at 9:00 a.m. in the County Council Chambers, 212 South Bond Street, Bel Air, Maryland. The meeting was chaired by Moe Davenport, Department of Planning and Zoning.

The following members were in attendance:

Julie Mackert	Health Department
Robin Wales	Department of Emergency Services
Bill Snyder	Harford County Fire/EMS
Mike Rist	DPW Engineering
Patrick Jones	Soil Conservation District
Shane Grimm	Planning and Zoning
Jen Wilson	Planning and Zoning
Rich Zeller	State Highway Administration
Mark Logsdon	Sheriff's Office
Paul Magness	Parks and Recreation

Also in attendance were:

Lou Schaffer, Frederick Ward Assoc	C. David Copenhaver
Bob Wilson, Wilson Deegan Assoc	D.M. Copenhaver
Rowan Glidden, G.W. Stephens Assoc	J. Thomas Hyde
Byrna Zumer, The Aegis	G. McConaughy
Debbie Button, Councilman McMahan office	Michael Early
Jeff Paxson	Margaret Early
Craig Ward	Ed Maley, DPW
Joseph F. Snee, Jr.	David Coleman
Michael A. Cochran	Bonnie Coleman
Michael Fisher	Michael Coleman
Robert Scott	Teresa Rosier
Jim & Claudia Reyerson	Alex Watkins
Tamene G. Dilnesahu, MDE	Brenda Doss
Lou Parnes, MDE	Robyn Wheeler
	Kathleen Wheeler

Moe Davenport, of the Department of Planning and Zoning, welcomed everyone to the meeting. He explained there are five plans on the agenda. Mr. Davenport explained that a brief presentation will be given by the consultant for the project. The DAC members will give their comments on the project. The meeting will then be opened up for anyone in attendance that may have questions or comments. If anyone has questions that are not answered, there are information request forms that can be filled out and submitted to the Department of Planning and Zoning and they will be responded to in writing. There is an attendance sheet circulating for everyone to sign. If a correct address is given, a copy of the minutes will be mailed or e-mailed. The minutes will also be published to the Department of Planning and Zoning's website.

SOUTHERN RESOURCE ANNEX – 2ND SUBMITTAL

Located on the south side of Pulaski Highway (Route 40); east of Magnolia Road (Route 152). Tax Map 65; Parcel 506. First Election District. Council District A. Planner Shane.

Plan No. S14-026 Construct 4 story office bldg. w/ garage for Health Dept./Housing Agency; 7.18 acres; B3-Chesapeake Science & Security Corridor/R3.

Received 03-19-14 Harford County/Site Resources, Inc.

John Conwell of Site Resources presented the site plan. This plan is a modification of the plan that was approved in 2009 which proposed a six story structure. The separate parcels have been consolidated into one parcel. The proposed structure will house a four story office building with a four story parking garage to the rear. The entrance onto Route 40 will stay the same. There will be a drop off area in front and a loading area to the rear. The plan includes a small pump house addition to boost water pressure to the new building. The garage will have a total of 244 spaces. The overall square footage of the office building is slightly less than the original plan.

Emergency Services – Robin Wales

The proposed building will be addressed 1201 Pulaski Highway (US 40). This address will work if displayed properly and approved by Planning and Zoning.

Emergency Services is requesting the building display 10"-12" address numbers and letters or a size that can be clearly visible from Pulaski Highway.

Volunteer Fire and E.M.S. – Bill Snyder

Area should be designated at the front of the building for Ambulance Patient Loading. It is likely that frequent transports will take place from this building.

For all new buildings or altered buildings with an automatic sprinkler system or a supervised, automatic fire detection system, a Knox Box must be installed per NFPA 1, Part III, 3-6. They shall be keyed for the Joppa Magnolia Volunteer Fire Company: 410-676-0888.

Mr. Snyder questioned if an access road will remain from Route 152. Fire/EMS recommended that road remain for a secondary access point. Mr. Conwell indicated it would be used only as service access for emergency vehicles.

Parking close to the fire suppression connections shall not be allowed. Fire Department access to this building is vital. Fire Department access to suppression connections shall be guarded by parking barriers.

Harford Soil Conservation District – Patrick Jones

An adequate sediment and erosion control plan needs to be approved before a grading permit can be issued. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase. The new 2011 Maryland Standard and Specifications for Soil Erosion and Sediment Control must be utilized.

An NOI permit is required from the Maryland Department of the Environment (MDE) when a project disturbs more than 1 acre. Please contact MDE about the NOI permit process.

Health Department – Julie Mackert

The Harford County Health Department has reviewed and approved the site plan. The site will be serviced by public water and sewer.

This site has a history of having been used as a truck stop and garage. Underground fuel tanks have been removed from the site and oil contaminated soil was encountered during the removal process. The Maryland Department of the Environment, Oil Control Program has determined that residual petroleum contamination remains on-site. Excavation on this site may create exposure pathways if impacted soil is encountered. Any contaminated soil encountered must be handled in a manner that complies with MDE requirements. At a minimum, the Health Department strongly recommends that all buildings to be constructed on the site be fitted with vapor barriers and possibly a sub-slab venting system.

If a snack bar or vending machine area is planned, review may be required from the Department's Division of Food Control. Questions concerning the review process should be directed to Ms. Lisa Kalama at 443-643-0322.

If the office building is occupied by dental/medical offices, certain permits and registrations are required from MDE.

Facilities that generate medical waste require that the facility choose a licensed medical waste hauler and that the waste hauler obtain an EPA identification number for that particular facility.

Facilities that conduct x-rays are required by the MDE Air and Radiation Management Administration to be registered. Questions concerning registration of the facility should be directed to Ms. Paulette Earley of the Radiological Health Program at 410-537-3193.

During construction of this site, if any buried piping, truck scale systems, vaults, ground level cleanouts, underground storage tanks (UST) etc, are found, it must be properly removed and disposed of following all local and State requirements.

The owner/developer is reminded that during the development of this project when soil moisture conditions are low, measures must be implemented to prevent the generation of dust until a permanent vegetative cover is established and all paving is completed.

Water and Sewer – Darryl Ivins (comments read by Shane Grimm)

The following comments shall be included as conditions of site plan approval:

A clean out shall be installed on the sewer service at the edge of the drainage and utility easement.

Any sewer cleanouts that are located within the paved area shall be installed using the County cleanout in paving detail S-28. The detail shall be shown on the utility plan and referenced on the plan and/or profile drawing.

The construction contract numbers for the existing utilities shall be shown on the drawing submitted with the Commercial Application.

The Commercial Service Application Number 8137 must be added to the title block of the site plan submitted with the Application for approval.

A Commercial Service Application must be completed by the owner and approved by Harford County before a building permit will be issued for this project. Contact the Division of Water and Sewer Administration at 410-638-3300 x1490 for additional information.

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Trees may not be placed within the drainage and utility easements or the SHA road right-of-way within fifteen feet (15') of existing or proposed utilities. The Division of Water and Sewer must have an opportunity to review the landscaping plan before it is approved by the Department of Planning and Zoning, to verify that this condition has been met. Approval of the Commercial Application for this project will not be granted until the landscaping plan is acceptable to the Division of Water and Sewer.

DPW Engineering – Mike Rist

A sediment control plan for the building and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.

Stormwater management has been approved and has been provided for in the existing facility. The plans shall be updated to reflect the proposed configuration and to verify that the site conforms to the approved design.

Maintenance of the stormwater management facility (facilities) is (are) the responsibility of the lot owner(s).

Sheriff's Office – Mark Logsdon

No comment.

Parks and Recreation – Paul Magness

No comment.

State Highway Administration – Rich Zeller

The existing entrances to the site on US 40 were constructed under an access permit (09APHA01610) and are adequate to serve this use. If any improvement will be proposed within SHA right-of-way in conjunction with these existing entrances or along this property frontage, that improvement will be subject to the terms of an access permit.

Under Phase 1 of the Southern Resource Annex development, the developer was required to construct the site entrances on US 40 as mentioned above. An off-site road improvement was also permitted (10APHA00810) to extend the EB US 40 left turn lane onto Woodbridge Center Way/Business Center Way providing an additional 50 ft. of storage plus deceleration and taper.

This current proposal represents Phase 2 of this development and, in accordance with the requirements outlined in the preliminary plan approval letter, the developer must now extend the EB US 40 left turn lane onto Woodbridge Center Way/Business Center Way providing an additional 175 ft. of storage plus deceleration and taper for a combined 225 ft. when adding the Phase 1 improvement.

Under Phase 2, the developer is also required to extend the EB Trimble Road left turn to provide an additional 25' of storage plus deceleration and taper.

If modifications are required to any existing signal equipment, those modifications are subject to the review and recommendations of the District 4 Traffic Office and approval of the

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SHA Office of Traffic and Safety (OOTS). An SHA Design Request must then be submitted through the Access Management Division (AMD) to Ms. Erin Kuhn, Assistant District Engineer – Traffic to begin the signal modification plan review process.

As stated above, an access permit will be required for any proposed frontage improvement on US 40 at the site access points. A separate access permit will be required for each off-site improvement mentioned above.

Department of Planning and Zoning – Shane Grimm

A photometric plan is required for the site and should be submitted to the Department of Planning and Zoning.

There were no additional comments from the public.

RIVERWOODS AT TOLLGATE - PRELIMINARY

Located at the end of Arundel Court. Tax Map 61; Parcel 103. First Election District. Council District B. Planner Shane.

Plan No. P14-027 Create 3 commercial lots; 15.54 acres; CI.

Received 03-19-14 Pax Edwards, LLC/Woodsdale Development, LLC./FWA.

RIVERWOODS AT TOLLGATE – SITE

Located at the end of Arundel Court. Tax Map 61; Parcel 103. First Election District. Council District B. Planner Shane.

Plan No. P14-028 Lot 3A construct 84 garden apts w/clubhouse; Lot 3B construct 79 unit HOE; Lot 3C construct 4 story 61,200 sf storage facility; 15.54 acres; CI.

Received 03-19-14 Pax Edwards, LLC/Woodsdale Development, LLC./FWA.

Lou Schaffer of Frederick Ward Associates presented the plans. The project is located in the Constant Friendship Business Park off of Arundel Court. The access for the project will be off of Arundel Court. The site is 15.54 acres and zoned CI that will be developed as a three lot, multi-use residential/commercial project. Lot 3A will be 8.45 acres and will encompass 84 garden apartments. Lot 3B will be 5.65 acres and will be developed as a four story 79 unit housing for the elderly. Lot 3C will be 1.44 acres and will be a four story, 61,000 square foot, climate controlled storage building.

The apartments are being developed using the R3 COS development guidelines, the commercial portion with CI, and the housing for the elderly is developed under the housing for the elderly regulations in the special design provisions of the Code. The site is required to have 20% open space for the residential portion and 50% for the housing for the elderly. This will be achieved by providing 1.68 acres of active open space for the garden apartments and 2.82 acres on the housing for the elderly.

All amenities for this project are available to all residents no matter what lot they live on. There will be tot lots, a community building, walking trails, a dog park and a bus shelter for the community. Harford Link transit system may offer residential access service to the community. A trail will be provided to Constant Friendship Boulevard with a link to the sidewalk, but no street

crossing, as requested by Harford County DPW. Street crossing is currently provided at Arundel Court and Constant Friendship Boulevard.

Concept stormwater management has been submitted for review. The subdivision plat will be prepared as necessary for the project. A wetland permit will be required for the sanitary crossing as well as an NOI. Lot 3A, with 84 garden apartments, will be the first lot developed as part of this project with the access road to Arundel Court. A pedestrian linkage plan and recreation plan were provided with the concept plan submittal. A request to use a 10% parking reduction was approved and incorporated into this site plan. The plan will utilize shared parking.

Emergency Services - Robin Wales

As to the preliminary plan, clarify and correct the road name for Arundel. The plan has Arundel Road, Emergency Services has Arundel Court and the parcels are labeled Arundel Court. The centerline has Arundel Road but the street type is a court. There is an Arundel Road elsewhere in the County.

As to the site plan, the private roads must be named and checked with Emergency Services so duplication does not take place. Lot 3B needs to have a private name so the complex is not addressed off of Arundel Court. Emergency Services must have a list of three emergency contacts, including maintenance personnel, for notification, response and securing purposes.

Volunteer Fire and E.M.S. – Bill Snyder

All apartment complexes and elderly mid-rise buildings need to have Knox Box Key Boxes installed on the address side of the building. The clubhouse, storage building and office building shall also have a Knox Key Box installed on them if they have an automatic sprinkler system or a supervised, automatic fire detection system per NFPA 1, Part III, 3-6. They shall be keyed for the Abingdon Fire Department: 410-638-3951.

If a recreation trail is installed, it is requested that the trail allow for entry of a pick-up sized vehicle to enter from “private road” and Constant Friendship Blvd entrances. The entrance could be locked for emergency access only.

Harford Soil Conservation District (SCD) – Patrick Jones

Concept stormwater management plans have been submitted and reviewed. An adequate sediment and erosion control plan needs to be approved before a grading permit can be issued. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase. The new 2011 Maryland Standard and Specifications for Soil Erosion and Sediment Control must be utilized.

It is recommended, as per the new 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control, that the Tier II watershed buffers are utilized for this site.

If any proposed Storm Water Management Facility meets the Small Pond Standard (practice 378), the pond design will have to be approved by the Harford SCD. Also, the pond design must be approved prior to the sediment control plan being signed. Outfall location will be reviewed during design reviews and must safely convey over steep slopes.

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An NOI permit is required from MDE when a project disturbs more than 1 acre. Please contact MDE about the NOI permit process.

Health Department – Julie Mackert

The Health Department (HCHD) has extended its approval for the preliminary plan. The site will be serviced by public water and sewer.

Additional comments will be forthcoming upon review of a site plan.

The final plat must bear the standard owner's statement and the master plan conformance statement.

The HCHD has the following comments regarding the site plan:

If a snack bar and/or other food facility are planned for the clubhouse, review may be required from the Division of Food Control. Questions concerning this review process should be directed to Ms. Lisa Kalama at 410-877-2332.

The owner/developer is reminded that during the development of this project when soil moisture conditions are low, measures must be implemented to prevent the generation of dust until a permanent vegetative cover is established and all paving is completed.

The HCHD encourages the owner/developer to consider smoke-free housing.

Water and Sewer – Darryl Ivins

The following comments shall be included as conditions of preliminary plan approval:

The closest public fire hydrant shall be located at the edge of the right of way of Arundel Court instead of the proposed location.

If the water main for Lot 3A crosses Lot 3B, a private drainage and utility easement must be shown and dedicated on the final plat.

Since this development contains "For Lease" apartments, some of the on-site sewer systems will be privately owned. Under the plumbing permit, D.I.L.P. will most likely utilize County water and sewer inspector/representative as well as a plumbing inspector to witness all onsite tests of water and sewer lines. This would also include sewer manhole vacuum tests. The on-site sewers must pass this test to the satisfaction of the County before connection to the public main will be permitted. An additional inspection may also be provided for the flush test of the water main after chlorination but prior to the plumber or sprinkler contractor connecting to any lines in the building. This inspection is to make sure that the pipe is free of debris.

The public water and sewer mains must be shown on a separate set of contract drawings from the private utilities. A record copy of the private utility drawings shall be provided to the Division of Water and Sewer.

The contract numbers for this project are 19733 for water and 19734 for sewer. The numbers shall be placed on the utility construction drawings before their initial submittal to the county for review.

If there are any buffer yards that are required as a result of this development that are not shown on this plan, then the Division of Water and Sewer requests that another series of this plan be provided which identifies the location and width of the buffer yard. The final plats for this project must include drainage and utility easements between the proposed lots to the tract boundary as stated in this approval letter.

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The following comments shall be included as conditions of site plan approval for the above-described project:

The closest public fire hydrant shall be located at the edge of the right of way of Arundel Court instead of the proposed location. If the water main for Lot 3A crosses Lot 3B, a private drainage and utility easement must be shown and dedicated on the final plat.

Since this development contains "For Lease" apartments, some of the on-site sewer systems will be privately owned. Under the plumbing permit, D.I.L.P. will most likely utilize a County water and sewer inspector/representative as well as a plumbing inspector to witness all onsite tests of water and sewer lines. This would also include sewer manhole vacuum tests. The on-site sewers must pass this test to the satisfaction of the County before connection to the public main will be permitted. An additional inspection may also be provided for the flush test of the water main after chlorination but prior to the plumber or sprinkler contractor connecting to any lines in the building. This inspection is to make sure that the pipe is free of debris.

The public water and sewer mains must be shown on a separate set of contract drawings from the private utilities. A record copy of the private utility drawings shall be provided to the Division of Water and Sewer.

The contract numbers for this project are 19733 for water and 19734 for sewer. The numbers shall be placed on the utility construction drawings before their initial submittal to the county for review.

A building permit cannot be issued until the public utilities are either operational or bonded for construction.

Any sewer cleanouts that are located within the paved area shall be installed using the County cleanout in paving detail S-28. The detail shall be shown on the utility plan and referenced on the plan and/or profile drawing.

The construction contract numbers for the existing utilities shall be shown on the drawing submitted with the Commercial Application.

A Commercial Service Application must be completed by the owner and approved by Harford County before building permits will be issued for these projects. Contact the Division of Water and Sewer Administration at 410-638-3300 x1490 for additional information.

Trees may not be placed within the drainage and utility easements or the SHA road right-of-way within fifteen feet (15') of existing or proposed utilities. The Division of Water and Sewer must have an opportunity to review the landscaping plan before it is approved by the Department of Planning and Zoning, to verify that this condition has been met. Approval of the Commercial Application for this project will not be granted until the landscaping plan is acceptable to the Division of Water and Sewer.

DPW – Engineering – Mike Rist

A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.

Stormwater management has been provided in the Regional Facility.

Additional management must be provided for this site in accordance with the 2000 Design Manual as amended by Supplement 1.

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A stormwater management concept plan has been submitted and returned to the engineer with comments. The concept plan must be approved prior to preliminary plan approval.

Maintenance of the on-site stormwater management facility (facilities) is (are) the responsibility of the lot owner(s). Maintenance of the regional facility is the responsibility of the lot owner(s) within the development including this lot. A maintenance inspection report listing repairs which are required by the owners was provided.

Commercial access permits are required for the site.

The entrance width shall be 25' with 35' minimum curb radii.

It is recommended that sidewalks be constructed to a 6' width when adjacent to perpendicular parking.

Road names shall include no more than 12 letters and spaces excluding the suffix.

Sheriff's Office – Mark Logsdon

Ensure that all addresses are clearly and correctly marked for first responders.

Parks and Recreation – Paul Magness

This plan proposes construction of 84 garden apartments with a clubhouse, 79-unit housing for the elderly and a 61,200 sf storage facility on three lots totaling 15.54 acres. The active open space requirement for Lot 3A is 20% of the land acreage and 50% shall be active open space. The open space requirement for Lot 3B is 50% of the land acreage with a minimum of .5 acres of active open space. The total open space requirement for the project is 4.502 acres and the total active open space requirement for the project is 1.34 acres. The plan proposes 1.682 acres of open space (20%) and 1.27 acres of active open space on Lot 3A, as well as 2.82 acres of open space (50%) with .07 acres of active open space on Lot 3B. The active open space features include a clubhouse, a tot lot and a walking trail system connecting the amenities between the lots. The walking trail proposed for the site must be a minimum 6' wide with a stone dust base.

State Highway Administration – Rich Zeller

SHA understands that this development was considered under the original traffic impact analysis for the Constant Friendship development and is therefore not required to submit further traffic analysis. The proposed development has no direct access to a state road and no work is proposed within SHA right-of-way therefore, no permit will be required from SHA. SHA has no objection to the site plan or preliminary plan approval.

Department of Planning and Zoning – Shane Grimm

The revised final plat shall be recorded in the Land Records prior to building permit application.

The landscaping plan and circulation plans are currently under review. Further comments will be forwarded to the consultant upon completion of the review.

Comments were invited from the public.

David Copenhaver asked for clarification about the previous traffic study. He said travel down Constant Friendship Blvd at peak traffic times is already jammed and he worried about the traffic from the proposed additional units. He asked if any traffic mitigation or improvements would be required.

Mr. Zeller responded that Constant Friendship Blvd and Tollgate Road are not state highways and are beyond SHA jurisdiction; it is a function of the County. This site is grandfathered under the original traffic study.

Mr. Davenport added that there is no requirement for additional improvements. Constant Friendship Business Park did improvements based on the prior plan approval. All improvements were completed. It was more likely at the time for this lot to be developed as retail, commercial or industrial. However, the zoning code does allow for mixed use developments in CI zoning. It is a recorded lot. All the improvements were done at the time of the earlier subdivision.

Mr. Copenhaver commented about the increase in future traffic problems for the area. He asked who would take responsibility and use common sense to think about all the cars on the road at a time and still preserve the safety of the citizens.

Mr. Davenport explained the calculations were done in 1990 when Constant Friendship Business Park was established. Subsequent to that time, millions of dollars were spent to improve the Route 24 and 924 interchange.

Mr. Copenhaver said that did not impress him if traveling from point A to point B was still not a safe journey. He was amazed that no further action was necessary. He noted that Route 24 and 924 in the evening must be the most dangerous road in Harford County. Adding this project just increases the risks.

Robin Wheeler asked about the study from the 90's and the population size at the time. She suggested adding an exit from the Constant Friendship area. She has been stuck for an hour waiting to get out of Constant Friendship Blvd. She is a nurse and did not see how emergency response vehicles would be able to get access with all the congestion. There isn't even room to move over to the edge of the road out of the way.

Mr. Davenport replied that the County would look at the option of a ramp. He asked if Mr. Schaffer had ever looked at the topography.

Mr. Schaffer said a ramp to 95 would include dealing with many wetlands.

Ms. Wheeler said she was a County resident at the time Constant Friendship was created twenty years ago and she thought there was a ramp discussed at the time but the idea was shut down.

<u>2001 CONOWINGO ROAD, LLC</u>
Located between Conowingo Road (Route 1) and Hickory Bypass; west side of Ady Road (Route 543). Tax Map 41; Parcel 8. Third Election District. Council District E. Planner Jennifer.
Plan No. S14-029 Mulch, topsoil, firewood, stakes storage/sales; 48.86 acres; CI.
Received 03-19-14 2001 Conowingo Road, LLC/Wilson Deegan & Associates, Inc.

Bob Wilson of Wilson Deegan Associates presented the site plan. The plan proposes mulch, topsoil, firewood and stake storage and sales on the site. It is about a 40 acre parcel with

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CI zoning. The plan is to utilize the existing building which was previously used a sign company. It has been vacant for several years. No additional improvements are proposed at this time to the parking lot. A 30' landscape buffer will be planted along the northeasterly property line that is not currently forested.

Emergency Services – Robin Wales

The Department of Emergency Services requests the building display 8"-10" address numbers and letters or a size that can be clearly visible from Conowingo Road (US 1) upon entering the complex.

Emergency Services must have a list of three emergency contacts for notification, response and securing purposes.

Volunteer Fire and E.M.S. – Bill Snyder

No comment.

Soil Conservation – Patrick Jones

Protect the stockpile, as well as the mulch pile, from contributing any runoff into streams in the area.

Health Department – Julie Mackert

This site will be serviced by public water and holding tanks.

Prior to the issuance of the Use and Occupancy Permit, the following requirements must be met:

A Holding Tank Agreement must be signed by the owner(s) and the owner's signature(s) notarized. In addition, the document must be signed by the Health Department and MDE. Once all parties have signed the agreement the Owner, or the Owner's representative must record the document in the land records of Harford County.

A pumping contract must be secured with a licensed septic waste hauler (scavenger). This contract will require a regular pumping schedule to prevent the discharge of effluent to the ground surface.

Any time the contract is cancelled or scheduled pumping is discontinued, the hauler is required to contact the HCHD.

It is the owner's, and the haulers, responsibility to keep receipts and records of the pumping schedule. These records must be made available to the Health Department upon request.

An On-site Sewage Disposal Permit must be obtained by a licensed drain layer or plumber to install holding tanks. The following stipulations must be met:

The tanks must be installed in a location acceptable to the Health Department that will not be impacted by traffic, the movement of equipment and the storage of materials.

The tank must have a seven day holding capacity. Because the maximum projected use is 400 gallons per day (gpd), the holding tanks(s) must have a capacity of approximately 3,000 gallons.

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The tank(s) must be anchored.

The tank(s) must be of top seam construction and, when set on-site, the seams must set above the groundwater level.

The tank(s) must be equipped with an alarm device. If using tanks in series, the alarm should be installed in the last tank. An alarm box must be mounted inside the building.

After tank installation, the tanks must pass a 24 hour leak test approved by the Health Department.

The existing, unoccupied 2-story dwelling, identified as 2007 Conowingo Road, must be demolished. Any buildings listed to be razed will require a demolition permit that is secured through the Department of Planning and Zoning. All aspects of the demolition work must be reviewed and approved to the satisfaction to the Health Department. This includes, but is not limited to, the abandonment of any wells and septic systems, asbestos, underground storage tanks, hazardous materials, solid wastes, etc. and the forwarding of any documentation concerning the demolition work. Questions concerning the demolition work should be directed to Mr. Joe Delizia or Mr. Rich Gordon of the Air/Waste Division at 410-877-2335 or 410-877-2326.

The occupied dwelling, identified as 2009 Conowingo Road, has an existing septic system that currently shows no signs of failure per a site visit by the Health Department. The system may continue to service the dwelling at this time. If, at a later time, the system should fail or prove to be inadequate, the system must be removed from service and the dwelling connected to an approved disposal system, which may include a separate holding tank system.

All facilities that are involved in the recycling of natural wood waste require a permit from the MDE Solid Waste Program. Please contact Mr. A. Hussain Alhija at 410-537-3375 for additional information.

Water and Sewer – Darryl Ivins

The following comments shall be included as conditions of site plan approval:

A Commercial Service Application may be required to be completed by the owner and approved by the County before a building permit will be issued for this project. Contact the Division of Water and Sewer Administration at 410-638-3300 x 1467 for additional information before completing a Commercial Application.

Trees may not be placed within the drainage and utility easements of the SHA road right-of-way within 15' of existing or proposed utilities. The Division of Water and Sewer must have an opportunity to review the landscaping plan before it is approved by the Department of Planning and Zoning, to verify that this condition has been met. Approval of the Commercial Application for this project will not be granted until the landscaping plan is acceptable to the Division of Water and Sewer.

DPW – Engineering – Mike Rist

Sediment control and stormwater management plans shall be required for land disturbing activities exceeding 5,000 square feet.

Sheriff's Office – Mark Logsdon

Ensure that all addresses are clearly and correctly marked for first responders.

Parks and Recreation – Paul Magness

No comment.

State Highway Administration – Rich Zeller

SHA has determined that the existing entrances on US 1 BUS are adequate to serve the proposed use and will not require any entrance or road improvements at this time. SHA has no objection to the site plan approval.

Department of Planning and Zoning – Jennifer Wilson

This project is subject to the Harford County Forest Conservation Regulations. The Forest Stand Delineation (FSD13-018) has been approved. The Forest Conservation plan cannot be approved as submitted. The calculations need revised to remove areas less than 35' wide from the retention total.

A Landscape plan has been submitted and cannot be approved at this time. Additional buffer or screening is required to screen the view of the outside storage area from the right-of-way of Conowingo Road and from the adjacent residential zone to the east, per Section 267-30.I. (Buffer Yards).

No disturbance may occur within the NRD area. The proposed topsoil pile must be located outside of the NRD and no new macadam or gravel may be placed within the NRD.

The existing mulch pile far exceeds the area indicated on the Site Plan. Please note: outside storage within the CI zone may not exceed 50% of the lot area.

The Department needs clarification on the nature of the existing buildings and how they will be used. A building permit must be obtained to use the masonry building for storage, as this is a change in use. Any building repairs would also require permits.

All proposed signage shall conform to the Sign Code and permits shall be obtained from the Department of Planning and Zoning. No signage shall be placed within the SHA right-of-way.

Comments were invited from the public.

Michael Cochran, 2101 Conowingo Road, was concerned about the removal of trees from the wooded site and the impact to the existing Hickory community and the elementary school directly across from the site. He thought the buffers may be inadequate.

Mr. Davenport replied that there was no proposed forest cutting with this site plan.

Mr. Wilson confirmed that there was no forest clearing with this immediate project at this time. However, it is set aside so that it can be cleared for future development. They must address the guidelines of the Forest Conservation bill.

Mr. Cochran said the community was also worried that this might be a precursor to more expansive commercial development.

Mr. Davenport explained that the property is zoned Commercial Industrial (CI). At this time, the applicant is only proposing to make the sales/storage operation. The developer must

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prepare a forest conservation plan and set aside the area of retention and the areas that may possibly be cleared for future development. Those areas are indicated by the shading on the plan. The developer would have to come back before the committee if there were additional proposals for the site.

David Coleman, 603 Evergreen Road, asked if the 48 acres was all one parcel.

Mr. Davenport replied that it was.

Mr. Coleman said it was different parcels of property at the last zoning he attended.

Mr. Wilson confirmed that the parcels were combined by deed.

Mr. Coleman asked about the zoning of the adjacent state property. He was told it was to be AG on the 26 acres.

Mr. Davenport explained that when the state surpluses property back to an owner, the property assumes the zoning that is adjacent to it. The property was adjacent to the Lloyd property which was zoned CI.

Mr. Coleman asked about the area adjacent to Hickory Manor.

Mr. Davenport offered to review the maps in more detail with Mr. Coleman. He also explained that SHA property is not zoned. He thought the Lloyd property has been zoned CI for about 20+ years now. The owner tried to change the zoning to B3 with the last comprehensive rezoning. All property, other than owned by the State, has a zoning since 1957.

Mr. Coleman said the State owned the property prior to 1957 so it did not have a zoning to revert back to. He thought the zoning would be residential since it was adjacent to a lot of residential neighborhoods. He did not understand how the site was zoned CI to begin with. He also asked if DAC approval was required before creating the existing mulch pile.

Mr. Davenport replied that the owner is in violation and is trying to get resolution.

Mr. Coleman said the mulch pile has been there for six months.

Mr. Davenport said the DAC plan is part of the effort to get into compliance.

Mr. Coleman was worried because the owner was already out of compliance and the project hasn't even started; that could be a precursor for the future.

Brenda Doss, 1900 block of Conowingo Road, asked about the old cannery building. She had the understanding that building had been condemned and it was to be removed. The building has been nothing but a crime site with kids, drugs, etc. They have had to call the police. The building is an eye sore. She also commented about the difficulty trying to drive out of the site whether making a left or right hand turn because of being on the curve area across from Johnson Mill Road. She lives right along the road and has had several accidents wind up in her front yard. She worried about the additional traffic with future development. She also was concerned about what debris would be found when digging occurred. The site used to be a sign factory and trucking facility. The drainage has contaminated her development to the point where she had to hook up to public water.

Mr. Davenport explained that the DAC comments indicated if they intend to use the building, they must obtain the appropriate permits. The Department of Inspections, Licenses and Permits have received copies of the plan but they have not indicated that the building must be removed. He stated he would follow up with the Department on that fact. In order to get any permits, they must be able to prove that the building is secure.

Ms. Doss said a man named Ben had visited their neighborhood and told them the building would be torn down along with the house beside it.

Mr. Davenport asked Mr. Wilson about the disposition of the building.

Mr. Wilson said he was not familiar with any previous plans for building. He thought it may have been planned for demo when they were preliminarily planning to develop the whole parcel but he did not represent the owner at that time. He assumed that if the whole property were to be developed in the future, the building would be demolished.

Bonnie Coleman, 603 Evergreen Road, has lived there for the past 29 years. She stated that she was confused by all of the changes that have come to the community. She also said that Ben has been in and out of the neighborhood for the past 2½ years and approached them about many different options for the property. He has presented different scenarios at different times to several different neighbors. She felt he has taken advantage of the older residents by pushing them with these scenarios and confusing them. She said they were told by the State that they would be protected once the bypass was constructed and since they were adjacent to the wetlands, they would be ok since the wetlands could not be developed. Then, Stanley Lloyd started taking trees down but was stopped when the Corps of Engineers was called.

Ms. Coleman also talked about the change to Conowingo Road to help the traffic flow when Castle Blaney was developed. However, there are still vehicles that end up in the backyards of two of the Castle Blaney homes. It is a bad angle around the curve on Conowingo Road. Hickory Elementary cannot accommodate the cars for after school and weekend activities. They park in the grass and back out onto Conowingo Road making a very unsafe situation. She has been there almost 30 years and lives in an established community and has heard too many different scenarios. She was very concerned about the traffic along Conowingo Road. The Route 1 bypass was put in by SHA to keep the traffic off of Conowingo Road in the first place. There are only fifteen homes in her neighborhood and they thought they were secure with the wetlands being there and every time a new proposal comes up, it is a whole different story. She hoped her concerns about the wetlands would be heard. She did not feel that she was getting the same answer each time she attended a zoning meeting about this property. She didn't feel that the developer would stay true to the current proposed plan but instead put in a strip mall. She did not understand why a mulch company was even going here since T&M Mulch Company is less than a quarter mile away. She said that Ben has asked them several times about the use he could put there. She would prefer the property be left alone because of all the dynamics she thought were protecting her and the neighborhood. They have never been told of this plan. She asked who she could talk to whenever Ben approaches the neighborhood.

Mr. Davenport replied that anyone can talk to the Department of Planning and Zoning at any time with any questions.

Ms. Coleman added that they were happy when the rec council added the football field for the community but did not need any more commercial; there is already too much.

Mr. Copenhaver asked if the developer had carte blanche approval for the remaining lands if this project received approval.

Mr. Davenport replied that any future development would need to come back to the Advisory Committee.

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Mr. Coleman asked how much of the property was being proposed for development now.

Mr. Wilson replied that it was about three acres.

Mr. Coleman asked if approval could be granted just for the three acres. His concern was tree clearing and things getting out of hand for the remaining 43 acres with approval being granted for the whole property.

Mr. Davenport explained the developer is obligated to show all the environmental features on the entire property.

Tamene Dilnesahu, MDE, talked about the stream system shown on the plan. He was concerned about the direction of the stream flow and the holding tanks. He recommended the developer set up a pre-application meeting with MDE to further coordinate with DNR and the US Army Corps of Engineers. The mulch system may impact the stream system.

Ms. Coleman added comments about the wetlands running in all directions and ponding to depths of 5' sometimes. She can provide pictures. She encouraged the MDE personnel to visit the site today in light of the recent rains.

Lou Parnes, MDE, asked about the corner of Lot 9 and the impact to the wetland buffer.

Mr. Davenport clarified that Lot 9 was an existing lot and not part of this plan. It is an adjacent property which the engineer is obligated to show on the proposed plan.

Mr. Parnes said that any future development which impacted the non-tidal wetlands would be reviewed by MDE as well as the Army Corps of Engineers.

Mr. Cochran asked if SHA had studied the ingress and egress for the site around the curve of the old canning house.

Mr. Zeller responded it was not studied at this time. If the site were to develop further, it would be addressed at that time. SHA is only looking at the site now for the proposed use. He explained that the existing curve was made into a bypass lane as opposed to a left turn lane for Castle Blaney. He was not aware of any current plans for the curve area.

Mr. Cochran confirmed that it was indeed a state road.

Mr. Zeller replied that it was.

EVERGREEN WOODS APARTMENTS

Located on the west side of Vietnam Vets Memorial Highway (Route 24); south side of Tollgate Road. Tax Map 56; Parcel 591; Lots 1&2. First Election District. Council District B. BOA 5781 & 5782. Planner Shane.

Plan No. P14-030 Create 198 garden style apartments; 17.54 acres; R3/R4.

Received 03-19-14 Evergreen Apartments, LLC/GW Stephens Jr.

Rowan Glidden of G.W. Stephens presented the preliminary plan. The concept plan for the site was recently approved. The site contains approximately 17.54 acres. It is split zoned. The area east of Tollgate Road Extended is zoned R4 and to the west is zoned R3. The area of the property which connects up to Plumtree Road is zoned R1. The site is a Planned Residential

Development (PRD). It has been through the Board of Appeals process and is subject to the conditions of the case. Mr. Glidden highlighted a few differences on this plan from the concept plan. The proposed right-of-way for Tollgate Road has been reduced to 34' per conversation with the Department of Public Works (DPW) in order to keep stormwater facilities out of the road right-of-way. Easements will be created outside of the 34' for the stormwater management. A four way intersection is shown at the north of the property where Tollgate Road intersects Plumtree Road; a roundabout is shown as grayed out underneath as a long range proposal of the County via DPW. The developer has shown the four way stop as meeting the minimum requirements. Another change is around the stormwater detention pond on the western property line. A six foot board on board fence is proposed along the property line as opposed to the standard split rail fencing.

The proposed plan uses the existing street names from the prior recorded plat however; the developer may consider changing the names. A traffic impact analysis has been submitted, as well as a landscape, open space and forest conservation plan. They are in the process of identifying specimen trees on the property. The non-tidal wetlands have been identified along the western boundary. There are no proposed impacts to the wetlands or the buffer. The NRD area has been identified on the plan.

Emergency Services – Robin Wales

Toll Green Way and Eastport Way must be renamed. The National Emergency Number Association (NENA) recommends that when a road name sounds too much like another road name or if it is a direct duplicate, it must be renamed. A road that has the same name as another road but with a different suffix or prefix is still considered to be a duplicate name. There are 14 roads that begin with the name East.

Emergency Services must have a list of three emergency contacts, including maintenance personnel for notification, response and securing purposes. She can work with the planner.

Volunteer Fire and E.M.S. – Bill Snyder

All apartment complexes need to have Knox Key Boxes installed on the address side of the building. The Community Center/Office shall also have a Knox Key Box installed on it if it has an automatic sprinkler system or a supervised automatic fire detection system per NFPA 1, Part III, 3-6. They shall be keyed for the Bel Air Volunteer Fire Company: 410-638-4400.

It is requested that none of the buildings use Tollgate Road for their addresses. It appears that access to all of the buildings will be on the new, unnamed roads. Due to the fact that it appears the common entrances will be from these new roads, it is requested that the buildings be addressed from these roads.

The Bel Air Fire Department and the communities near this project have concerns about changes to the Plumtree Rd/Tollgate Rd intersection. The Fire Department does not support closing Plumtree Rd/Rt 24 intersection in a way that would prohibit fire and EMS response directly onto Plumtree Road from the Rt 924 area.

Mileage from Patterson Mill Fire Station to Adelaide Lane (off Plumtree Road):

Direct travel using Plumtree Rd>> 1.4 miles

Using Bel Air S Pkwy>> 2.5 miles (thru neighborhood)

Using Ring Factory Rd>> 3.5 miles

Soil Conservation – Patrick Jones

Concept stormwater management plans have been submitted and reviewed.

An adequate sediment and erosion control plan needs to be approved before a grading permit can be issued. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase. The new 2011 Maryland Standard and Specifications for Soil Erosion and Sediment Control must be utilized.

It is recommended, as per the new 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control, that the Tier II watershed buffers are utilized for this site.

If any proposed Storm Water Management Facility meets the Small Pond Standard (practice 378), the pond design will have to be approved by the Harford SCD. Also, the pond design must be approved prior to the sediment control plan being signed. Outfall location will be reviewed during design reviews and must safely convey over steep slopes.

An NOI permit is required from MDE when a project disturbs more than 1 acre. Please contact MDE about the NOI permit process.

Health Department – Julie Mackert

This site will be serviced by public water and sewer.

If a snack bar or vending machine area is planned, review may be required from the Department's Division of Food Control. Questions concerning the review process should be directed to Ms. Lisa Kalama at 443-643-0322.

A swimming pool is planned for this site. Public pools require specific permits and oversight from both the HCHD and the Maryland Department of Health and Mental Hygiene (DHMH). Construction plans for the pool must be submitted to DHMH for review and approval prior to the issuance of a building permit to construct a pool/spa. Prior to being placed into use, the facility will require a final post construction inspection by both the HCHD and DHMH and a permit issue by the HCHD to operate. Please contact Dan Driscoll of the Health Department at 410-877-2316 for further instructions regarding the construction, operation and inspection of the swimming pool.

The owner/developer is reminded that during the development of this project when soil moisture conditions are low, measures must be implemented to prevent the generation of dust until a permanent vegetative cover is established and all paving is completed.

The HCHD encourages the owner/developer to consider smoke-free housing.

Water and Sewer – Darryl Ivins

The following comments shall be included as conditions of Preliminary Plan approval:

The water main shown in Tollgate Road shall be a 24 inch diameter main. It shall be designed and constructed by the Developer as part of this project. The County will enter into a recoupment agreement with the Developer to recover the difference in permit fees and the additional material and construction costs to construct a 24 inch diameter line instead of the size line that this development would require. The developer shall prepare the water main bid package

with two alternatives; the first being the size main that is required for the proposed development using criteria approved by the Division of Water and Sewer, and the second is the 24 inch diameter water transmission main. The County must be able to review the bid documents before they are sent to the prospective bidders, as well as the bids that are received for the project. The County will then determine the amount that is recoupable based upon the bids. The contractor that is selected shall be prequalified in Harford County to construct the 24 inch diameter water main.

The drawings for the public water main shall be placed on a separate contract from the sewer main. The water service connections and meter vaults shall be listed as separate bid items in the bid documents.

The 24" main shall be designed to connect to Contract Number 6627 which has been designed and approved but not yet constructed.

The contract numbers for this project are 9967 for water and 9968 for sewer. The numbers shall be placed on the utility construction drawings before their initial submittal to the county for review.

DPW – Engineering – Mike Rist

A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.

Stormwater management must be provided in accordance with the 2000 Design Manual, as amended by Supplement 1.

A stormwater management concept plan has been submitted for review and returned with comments. The concept plan must be approved prior to preliminary plan approval.

A suitable outfall must be provided for the stormwater management facility and shall be approved at the time of final design. The downstream conditions must be evaluated to ensure the existing homes are not impacted by the flows. The 10 year and 100 year storms shall be evaluated along with a breach analysis for the detention pond.

The final stormwater management plan shall be approved prior to the issuance of a grading permit. A stormwater management permit is required prior to the issuance of a building permit.

Maintenance of the stormwater management facility (facilities) is (are) the responsibility of the lots owner(s).

Road plans for Tollgate Road will need to be approved and a Public Works Agreement will need to be executed prior to the issuance of building permits for the site.

Site entrances shall have adequate sight distance for a 35 mph design speed.

Sidewalks shall be constructed along both sides of Tollgate Road and shall be included in a roadway easement or public access easement.

The intersection of Plumtree Road and Tollgate Road must be redesigned to meet County standards. The configuration as shown cannot be constructed within the existing right-of-way.

A utility permit will be required for the construction of the water line within the County right-of-way.

All pavement striping and traffic control signs shall conform to the Manual on Uniform Traffic Control Devices and State Highway Administration Supplement.

A traffic impact analysis was submitted and comments are being forwarded to Planning and Zoning.

Sheriff's Office – Mark Logsdon

Ensure that all building and apartment addresses are clearly and correctly marked for first responders.

Parks and Recreation – Paul Magness

The open space requirement for Lot 1 is 20% of the land acreage and 50% shall be active open space. The open space requirement for Lot 2 is 25% of the land acreage and 50% shall be active open space. The total open space requirement for the project is 3.78 acres and the active open space requirement for the project is 1.89 acres. The plan proposes 4.64 acres of open space and 1.89 acres of active open space to include a tot lot on Lot 1, a community center on Lot 2 and a walking trail system connecting the amenities between the lots. The walking trail proposed for the site must be minimum 6' wide with a stone dust base.

State Highway Administration – Rich Zeller

SHA is currently reviewing the traffic impact analysis and will provide comments as to any required mitigation.

Department of Planning and Zoning – Shane Grimm

The revised final plat shall be recorded in the Land Records prior to building permit application.

A Traffic Impact Analysis (TIA) has been submitted for review. Comments will be forwarded to the traffic consultant upon completion of the review.

The Forest Conservation Plan (FCP) is currently under review. Comments will be forwarded to the consultant upon completion of the review.

Additional comments are forthcoming

Comments were invited from the public.

Diana Copenhaver asked if one, two and three bedroom unit apartments were proposed.

Mr. Glidden said it had not been determined yet.

Ms. Copenhaver commented that the development may have children there and asked if the impact to the schools had been considered. She noted the overcrowding and the seven portable classrooms already at the nearby school.

Mr. Glidden advised that any comments regarding the school would be provided by the Board of Education.

Mr. Davenport added that there were no closed school districts at this time. There is an Adequate Public Facilities Ordinance which stipulates that when schools are over 110% of rated capacity development activity is prohibited in those school districts.

Ms. Copenhaver questioned why there were seven portable buildings.

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Mr. Davenport explained that portables were not an indication of capacity. Each school has a rated capacity defined by the State and does not include portable classrooms. The capacity is generated from the facility itself. There are a number of different reasons why schools use portables but it is not a function of capacity.

Ms. Copenhaver asked about the current capacity of Emmorton Elementary.

Mr. Davenport replied that he did not have that information at the moment. It is included in the Annual Growth Report and is available at the Department of Planning and Zoning after today's meeting. It is also available on-line. Emmorton Elementary was not at or above its projected capacity currently or for the next three years.

Ms. Copenhaver asked where the projection comes from; whether it was from new buildings in the area or if it was just the existing communities.

Mr. Davenport said the projection comes from the Annual Growth Report which is prepared by the Department of Planning and Zoning and the Board of Education. The report is reviewed bi-annually; July 1st and January 1st. It considers current and projected enrollment.

Ms. Copenhaver asked again where the projections came from.

Mr. Davenport explained that would be a question for the Board of Education as to how they formulate the projections.

Ms. Copenhaver added that she was a retired school teacher who taught in a portable classroom for several years. She noted that the facility and the availability for the children is far below what the children within the regular building are allowed. They have to come and go during cold weather and travel back and forth for all activities inside the building. The facilities are not as large as the regular classroom. She felt there were many disadvantages to the portable classrooms no matter how attractive they may be. She felt that 198 apartments would contain a large amount of children and families and it was not a good sign for Emmorton Elementary school.

Bill Wehlan said he has been opposed to the closure or partial closure of Plumtree Road at Route 24. He was surprised at how he comes to many meetings and continues to hear that the traffic analysis is not complete, the roundabout is undecided, the closure is undetermined, etc... He felt that this project should not have been approved by the committee. He asked how the project could continue forward without a complete analysis of what will happen at Plumtree and Route 24. He had contacted Mr. Jeff Stratmeyer of the Department of Public Works who explained to him that the Department was considering all options. Mr. Wehlan asked what the timing would be from here forward. He said he did not have a problem with Tollgate Road being extended; he understood it had been in the County plan for years. He noted that the developer had proposed a four way stop at the Plumtree/Tollgate intersection. He wanted the County to consider the traffic that will be on Tollgate Road all the way down. There are 65 different connections south of Tollgate Road that people need to get onto. He had been told this would ease traffic on Route 24 and did not feel it was a solution but rather a problem. He thought traffic would likely use Tollgate Road from the mall area all the way down to avoid Route 24.

Mr. Wehlan said Mr. Stratmeyer was concerned about queuing that would happen around the circle. He described how the existing traffic comes to a dead end and must turn left at the stop. He proposed that the County purchase additional property in the area to accommodate the circle. He asked again when the County would be planning what to do with the road and when the traffic analysis would be finished. He felt the most important element of this plan was the traffic and he was opposed to the closure.

Mr. Davenport replied that the traffic impact analysis and proposed improvements were being considered now. The analysis and recommendation will be complete prior to the approval of the project. The project will not be approved without identifying what the developer is obligated to do. As far as long range planning for a four-way stop or roundabout, many elements from several departments, including DPW and Emergency Services, are being considered in making a determination. A thorough consideration of all impacted areas will be considered.

Mr. Wehlan added that several Council members were of the impression that the developer is building the roundabout and, if not, the funding would be pulled. He said he hears many conflicting things.

Jim Reyerson, lives off of Deadora, and agreed that Plumtree Road needs to remain open. He felt that closing Plumtree would box in his development and limit access. He noted how traffic backs up at Bel Air South Parkway and Route 24 into Tollgate Road now. He proposed a two-way stop at Plumtree and Tollgate, north and south, with Plumtree being the thoroughfare. He also noted additional housing developments proposed in the area of Ring Factory Road as well.

Mr. Davenport asked Mr. Rist if a closure of Plumtree Road would require a hearing before the County council.

Mr. Snyder asked about a partial closure.

Mr. Rist said he believed a public hearing would be required before Council for a full closure but was not certain about a hearing for a partial closure.

Mr. Snyder clarified the partial closure as being able to make a right off of Route 24 onto Plumtree Road as well as a right only from Plumtree onto Route 24 without the ability to cross Route 24.

Mr. Davenport said that scenario would likely not go to the Council but the Department of Emergency Services would certainly be involved.

Margaret Early asked if any pros/cons had been identified for the Plumtree Road closure.

Mr. Davenport explained that the concern is the short proximity of the intersection to Route 24 for traffic to back up and possibly into the traveled lanes of Route 24.

Mr. Rist confirmed the concern.

Ms. Early thought there was a lot of room for cars to back up to make the turn off of Route 24.

Mr. Davenport stated the objective is not to back up traffic into a high speed highway and to have enough storage for left turns, right turns and thru traffic on the two southbound lanes.

Mr. Glidden demonstrated the scenario on the display map.

Mr. Wehlan said there could be more lanes built at Plumtree if it were kept open; possibly with a right only. He liked the idea of the two way stop and asked it be looked at further. He asked how the public would be notified as to any updates.

Mr. Rist replied it would be up to Mr. Stratmeyer.

Mr. Davenport added that any obligations established for the developer will be in writing in the approval letter. Projects that may be completed by the County as a capital project are independent of the requirements of the developer. Those questions will be best answered by Mr. Stratmeyer.

Mr. Reyerson stressed that he felt it was important for the community to be involved in the decision.

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Mr. Davenport encouraged Mr. Reyerson to share his comments and concerns with Mr. Stratmeyer.

Ms. Wheeler added that she lived on Plumtree Road years ago and was told that Plumtree would be a dead end. She felt that Route 24 was meant to be a bypass. She said a traffic impact study was needed for all of Route 24. She felt the SHA work at the I95 interchange has made traffic even worse. She asked how often traffic impact studies were done.

Mr. Davenport replied that a traffic study is done when any proposal creates a use that generates more than 250 trips per day and the study is generally defined by the scope of the project. They identify the affected intersections and are graded and identify what requirements are needed to mitigate impact. There are additional corridor studies and evaluations performed by the traffic engineers and SHA.

Ms. Wheeler would like to see a community impact study performed. As an aside, she pointed out there is no right hand turn lane to get onto Old Joppa Road.

Mr. Copenhaver clarified again that his main concern was traffic. He was speaking on behalf of the Abingdon Community Council. As a retired elementary school principal, he expressed concern about the additional students and portable buildings and felt this project would have a definite negative impact. He was also concerned about the additional traffic commenting that the area was affected by the nearby Medstar and Walmart projects as well. He asked if the traffic impact study took into account the other projects.

Mr. Zeller replied that all the traffic studies that are prepared must account for the background traffic and approved developments. Mitigations are based on the cumulative effect. Harford County is one of the few counties that require multiple off-site improvements to mitigate impact. He noted there is planned mitigation required by the Aumar Village project for the Old Joppa right turn mentioned by Ms. Wheeler.

Ms. Wheeler thought the highway studies needed to be done collaboratively by SHA and the County.

Mr. Zeller responded that they are.

Ms. Wheeler asked for traffic studies to be done independent of development activity.

Mr. Wehlan added that safety is the second biggest factor for this project after traffic. He asked why combined traffic studies could not be performed together instead of piecemeal for each project.

Mr. Zeller replied that each project will be required to mitigate its impact.

Mr. Wehlan asked what happened if the impacts could not be mitigated. He felt there would be a point at which the roads could not handle more traffic. Would the project go through?

Mr. Zeller explained that would be the decision of the County and that SHA did not comment as to land use and/or approval.

Ms. Copenhaver stated that all the area intersections were not rated very well. She asked if mitigation could require them to be at a level above acceptable or would they just be barely passing grade level.

Mr. Zeller explained that the Adequate Public Facilities Ordinance does not accept below a level of service grade D.

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Ms. Copenhaver said a grade D is just barely passing.

Mr. Davenport added that the laws are established such that the project must mitigate its impact and maintain an acceptable level of service at the studied intersections. In addition, the County looks at traffic as an overall picture through a master transportation plan with County and SHA staff. Currently, there is a jump in the number of building permits and development activity which requires the Committee to review the projects and identify needed improvements.

Ms. Copenhaver felt the increase seemed to all be in the Abingdon area. Those in the area, as well as people that must pass through to get to Bel Air, will be severely impacted.

Mr. Davenport commented that synchronicity studies of traffic lights were also considered for the Route 24 and 924 corridors.

Mr. Copenhaver did not feel that Route 24 and 924 would be able to sustain the impact from several projects; the Enclave at Box Hill (300-400 projected units), Laurel Bush (300-400 houses), Walmart, Medstar and Evergreen. He suggested stopping and looking at the big picture instead of looking at individual projects one at a time.

Meeting adjourned at 11:05 a.m.